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All notices of changes or corrections to this page must be directed to the NMRA Secretary

2008 NMRA National Convention Dates and National Train Show Reservations:
Anaheim, CA • July 13 – 19, 2008 • Info: <http://http://as2008.org/>
Trade Show Booth Reservations—Debbie Draper, Registrar • 10837 N. 34th Place, Phoenix, AZ 85028-3310 • (602) 569-9072 • natrainshow@aol.com
2009—Hartford, CT • 2010—Milwaukee, WI • 2011—Sacramento, CA

MMRS EARNED

ADDRESS CHANGE? BACK ISSUES OR REPLACEMENT ISSUES OF *SCALE RAILS*?

Members needing to make address changes, request back issues, or replacement issues of *SCALE RAILS* should contact the staff at the national headquarters office in Chattanooga, Tennessee, at (423) 892-2846 or by email at nmrahq@aol.com.

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement
SEPTEMBER 2007

GOLDEN SPIKE

Australasian Region

Frank Goode, Kalamunda, WA, Australia

Mid-Central Region

Mark Maynard, West Portsmouth, Ohio

Mid Eastern Region

James Allen, Huntersville, North Carolina
James P. Murphy, Cary, North Carolina

Pacific Northwest Region

Lindsay Armstrong, Abbotsford, BC, Canada

Chuck Coville, Moses Lake, Washington
Dick Hawkshaw, Chilliwack, BC, Canada
James Hill, Chilliwack, BC, Canada
Hary Huising, Chilliwack, BC, Canada
Allen Kachkowski, Abbotsford, BC, Canada

Dirk Krysmann, Roseburg, Oregon
Jamea Lister, Chilliwack, BC, Canada
Worth Montgomery, Nampa, Idaho
Larry Sebelley, Chilliwack, BC, Canada
Lori Sebelley, Chilliwack, BC, Canada
Carl Sorensen, Payette, Idaho
Harry Southern, Chenainus, BC, Canada
Rick Stoneman, Spokane, Washington

Thousand Lakes Region

Doug Harding, Sibley, Iowa
Art Hill, New Brighton, Minnesota
Walter Thompson, St. Paul, Minnesota

MASTER BUILDER — MOTIVE POWER

Pacific Northwest Region

C.J. Riley, MMR 097, Bainbridge Island, Washington

MASTER BUILDER — CARS

AUSTRALASIAN REGION

Frank Goode,* Kalamunda, WA, Australia

Mid Eastern Region

William McMillan, Midlothim, Virginia

MASTER BUILDER — STRUCTURES

Australasian Region

John Hunter, Stawell, VIC, Australia

Mid-Central Region

Charles Atkinson, Indian Springs, Ohio

Mid Eastern Region

James S. Allen,* Huntersville, North Carolina

MASTER BUILDER — SCENERY

Australasian Region

Peter MacDonald, Bacchus Marsh VIC, Australia

Jason McNair,* Baulkham Hills, NSW, Australia

MODEL RAILROAD ENGINEER — CIVIL

Australasian Region

Bob Best, Blaxland, NSW, Australia
Frank Goode, Kalamunda, WA, Australia
David Howarth,* West Pymble, NSW, Australia

Lone Star Region

Charles Romig, Plano, Texas

MODEL RAILROAD ENGINEER — ELECTRICAL

Northeastern Region

Richard Lautenslager, Marcellus, New York

CHIEF DISPATCHER

Southeastern Region

Charlie Crawford, Marietta, Georgia

ASSOCIATION OFFICIAL

Australasian Region

Vivian Brice,* MacGregor, ACT, Australia

Pacific Northwest Region

Dirk Krysmann,* Roseburg, Oregon

ASSOCIATION VOLUNTEER

Australasian Region

Laurie Green,* Sunbury, VIC, Australia
Lynn Zelmer, Rockhampton QLD, Australia

Mid Eastern Region

Bill Fay, Virginia Beach, Virginia
James Kelper,* Chesapeake, Virginia

Niagara Frontier Region

Keith Lebold,* Marmora, ON, Canada
Fran Phillips,* Marmora, ON, Canada

North Central Region

Glenn Joppich,* Redford, Michigan

Northeastern Region

Christopher Carfaro,* Richmond, Vermont

Pacific Northwest Region

Grant Halkyard,* Regina, Saskatchewan, Canada

Greg Orme,* Three Hills, Alberta, Canada

MODEL RAILROAD AUTHOR

Australasian Region

Stuart Ellis,* Gosford, NSW, Australia

Mid-Central Region

Robert Weinheimer, Charleston, West Virginia

Mid Eastern Region

Fred Lagno,* Queenstown, Maryland

Southeastern Region

Ben Bartlett,* Brevard, North Carolina

MMRS EARNED



LLOYD KEYSER, MMR 400

I was born in 1931 in Cedar Rapids, Iowa, with a railroad gene. One of my first words was "choo-choo." I acquired a wind-up train at age three, a Lionel set at age five,

and got into "OO" scale at age 14. (My son was able to locate an identical Lionel set on e-Bay which, protected by a plastic cover, is secured on a shelf over my work bench.) Why OO? Scale-Craft offered a Chicago & North Western class H-1 kit, and the C&NW was my favorite railroad. During World War II, eight relatives worked on the C&NW. Several lived in Belle Plaine, Iowa, a minor division point, 35 miles west of Cedar Rapids where I spent many Sunday afternoons watching trains. With the move to OO, I began assembling Scale-Craft kits, scratchbuilding structures, and hand laying track on True-Scale roadbed. I worked on my 7x14-foot layout in my parent's basement through college.

High school days were memorable. I became friends with crews who allowed round-trip caboose rides on the Illinois Central, Cedar Rapids to Manchester; cab rides on the Rock Island from Cedar Rapids to Silvis; and caboose rides on the Milwaukee transfer from Cedar Rapids to Marion. I also spent many eight-hour tricks in the C&NW Beverly tower on the south side of Cedar Rapids — quite a treat for a railroad enthusiast.

For three summers and holidays during college, I worked in the Cedar Rapids & Iowa City Railway interurban shops located adjacent to the C&NW and the Milwaukee Road, where train watching was a highlight. I spent another summer at Davenport Locomotive Works in Davenport, Iowa, in tool design. My last summer, as a married man, I worked in electronic packaging at Collins Radio Company in Cedar Rapids.

Electives in diesel engineering were part of my BSME degree from the University of Iowa. My first job was with Fairbanks-Morse in Beloit, Wisconsin, in 1954, where I joined the F-M model railroad club and the NMRA. After F-M exited the locomotive market, I returned to Collins Radio, and in 1959, I was transferred to Dallas, Texas. While changing jobs and homes several times in the Dallas area, I continued to scratch-build and super-detail cars, locomotives, and structures, winning many first place and best in show awards; this led to my first AP award in 1986. In 1979, we moved into our present home, and I began to design that final dream layout. Because it is cost-prohibitive to build a basement in the Dallas clay, in 1985 I raised the roof over one-third of the house and started my 15x35-foot layout.

I am modeling my favorite railroads: The C&NW double-track Iowa Division

with the Belle Plaine division point, main yard, and Milwaukee Road branchline, and the Cedar Rapids & Iowa City Railway interurban. This was a subject in Kalmbach's *1999 Model Railroad Planning*. I finally completed enough of the layout to obtain the remaining AP awards. I have written 29 C&NW articles mostly for Mainline Modeler, three *Chicago & North Western in Color* volumes for Morning Sun Books. I am working on a forth, and final, volume. I have given over 100 clinics at various regional and national NMRA conventions as well as for the C&NW, AT&SF, and Milwaukee Road Historical Societies and Prototype Modelers Seminars. The timing for the MMR award was such that I was able to obtain number 400, which for a C&NW man is the greatest honor and hallmark of the fleet of "400" streamliners. What a great hobby with great people to share with. I thank all who were involved.

Lloyd has earned certificates for Master Builder—Motive Power, Master Builder—Cars, Master Builder—Structures, Model Railroad Engineer—Civil, Model Railroad Engineer—Electrical, Association Volunteer, and Model Railroad Author.

YEAR OF THE MMR

A HISTORY OF THE NMRA ACHIEVEMENT PROGRAM (1961–2007)

By CJ Riley, MMR

With additional material provided by: Willis Ehlert, MMR; Rick Shoup, MMR; and Phil Kohl

The Achievement Program (AP) is one of the more popular activities of the NMRA, with participation running in the thousands. Since the program's beginning in 1961, 400 Master Model Railroader (MMR) certificates have been awarded and countless others have earned a Golden Spike Award or at least one of the achievement certificates.

While the program was instituted to recognize both modeling achievements and service to the hobby and the NMRA, there have been additional benefits. One of the requirements of an AP MMR is a commitment to helping others, a requirement I am proud to say is taken very seriously by the recipients.

The AP is designed to be accessible to all members. Skilled modelers can earn awards for model building, volunteers and "political" types are recognized for their

service, authors and photographers can earn a certificate for their published contributions to the betterment of the hobby, and layout builders can earn certificates for completion of operating model railroads and/or model railroads finished with scenery. NMRA members who don't feel their efforts warrant AP certificates quite yet can work toward the Golden Spike Award, which was created to recognize those who have built a model railroad without exhibiting the more advanced techniques or skills required for AP recognition, but who have been willing to try some of the basic modeling techniques, producing well-rounded work that requires more skill than simply opening the boxes.

The history of the Achievement Program reflects the inputs from a large number of people, many of them pioneers of the hobby and legends familiar to all of us. The basis of this history is the work done by my friend Willis "Bill" Ehlert that was published in the August 1985 NMRA Bulletin and additional research done by Kalmbach Library Research Associate, Thomas Mossbeck.

It was Hal Carstens, then editor of *Railroad Model Craftsman*, who first proposed an awards program for model railroaders. The published proposal generated a great deal of mail that was forwarded to NMRA President Leighton Keeling, and two committees chaired by Watson House and David Stearns were formed to deliver a joint report to the BOT meeting in February 1960.

The February 1961 Chicago BOT meeting was presented with a basic proposal for an "Achievement Awards Program." This proposal was generated by a group of North East Region members led by "first" program chair and Master Model Railroader No. 1, Doug Smith. The BOT formally adopted the program as an NMRA activity at the Cleveland convention in 1961. Carol Homuth became the first official AP Chair after the program was established. At that time, there were nine categories with six awards required for MMR. The Scenery category was added in 1963 and Prototype Modeler was added in 1985.

Jack Kirby Taylor, MMR No. 3 from the Midwest Region, became the second chair in the autumn of 1962. Under his leadership, the rules and regulations were refined, providing most of the specific requirements we work with today. The Scenery category was proposed in December 1962 along with

the requirement of an award in each of the four areas as a prerequisite for earning an MMR certificate. The BOT approved this package of improvements at the St. Louis mid-year meeting in 1963. To avoid possible confusion with the NMRA's Honors Awards program, recognition for service to the organization and the hobby, the term "Award" was dropped, and the program became officially known as the Achievement Program (AP) in 1964.

John A. Nalls, of the Lone Star Region, became the third National Chairman in August 1964, serving until Phillip H. Kohl of the Pacific Northwest Region succeeded him in 1966. The growing workload was alleviated when the AP Vice-Chair, Jack Weir, began processing the SOQs ("Statement of Qualifications," — the application form) at that time. Rick Shoup, MMR No. 234, took over this aspect of the job in 1973. Frank Hamilton was named Dispatcher for the program in 1967 and served until 1980. Floyd James assumed that responsibility and served until 1995. The Dispatcher position was always a very hard job to fill, especially after Rick and Pat Harriman, MMR No. 168, invented the "First Timer" patches and the Golden Spike Award. Deane Mellander, MMR No. 8, created the Golden Spike logo. The Dispatcher had to send the patches and personal confirmations for each certificate.

In January 1970, Phil Kohl was succeeded by Paul Moon, MMR No. 30 of the Mid-Continent Region. At that time, 30 members had earned the MMR award and 1,311 certificates had been awarded. By the 10th anniversary of the program in 1971, there were 36 MMRs and more than 1,500 certificates had been awarded.

In these early days of the program, models winning 1st, 2nd, 3rd, Honorable Mention or Best in Show at national or regional contests automatically qualified for AP credit. No credit was offered for divisional contests or for superior models that did not place in the contests. In the mid-1970s, the current system of any model earning scores of at least 87-1/2 points in any NMRA contest (national, regional, or divisional) or in judging by an AP appointed judge, would qualify for a Merit Award, and therefore, automatic AP credit.

Don McKinnon, of the Thousand Lakes Region, managed the program from August 1972 until June 1974, when Dr. George Mellinger, MMR No. 42 of the Mid-Continent Region, took over. A num-

ber of refinements and changes were made during his tenure, and he was succeeded in January 1979 by Bill Ehler, MMR No. 59 of the Mid-West Region.

In 1983, the 100th MMR was awarded, at a time when the symbolism was perfect. With a program designed so that every member can participate, John M. Smith (appropriately) became MMR No. 100, and the ranks of MMRs were growing quickly. The first ten years saw 36 MMRs, but in the next 14 years there were an additional 76 MMR certificates awarded for a total of 112 as of June, 1985.

Rick Shoup assumed the AP chair in 1987 and served until 1995, when he was succeeded by Pete Moffett, MMR No. 143. It was Rick who conceived the "Hat and Gloves" logo in the early 1980s that is still in use today. When Pete became AP chair, he began using the logos for each category that had been created by Charlie Hansen, MMR No. 160, and Don Buckley, MMR No. 199. Rick had commissioned Charlie and Don to develop the logos a few years earlier.

During the 1980s, there was a rapid increase in serious prototype modeling efforts. The informal group known as RPM (Railroad Prototype Modelers) was formed. Simultaneously, there was a sharp increase in both the number of railroad historical societies and the size of their memberships. There was a growing and renewed interest in modeling a specific portion of a real railroad and its equipment. This interest was noted by both the AP and contest managers, resulting in several changes.

First, following more than a year of parallel testing and judging in the Mid-Central and Pacific Coast Regions, the contest and AP point allotment was modified, increasing the total possible points in the "conformity" category while decreasing the total number of points in scratchbuilding. This change recognized research to establish conformity to the prototype, and, more importantly, allowed the modeler to develop relevant documentation that could lead to a "freelanced" model based on a number of similar prototypical structures. It also recognized those who did additional research to establish the prototype practices that were in effect during the era they were modeling.

The onus was placed on the modeler to provide the drawings, photos, or other data that was used as the "prototype" basis for the model. The prototype equipment rosters had grown considerably since the

early days of the NMRA. The multitude of diesel locomotives and vast variety of modern freight cars made it impossible for a judge to be knowledgeable in all facets of the prototype. It was determined that visual back-up material would avoid the guesswork that crept into the judging process, and that the points awarded would be limited for undocumented models.

In a parallel move, a new AP category was created: Master Builder—Prototype Models. This category was added by the BOT at the July 1985 meeting in Milwaukee. This was a catch-all category that required a complete and documented prototype scene, with scenery, structures, rolling stock, and a locomotive, all appropriate to the scene.

Following several informal bull sessions, a group of MCR members led by CJ Riley, MMR No. 97, debated the need for recognition of "pretty good modelers" in addition to the "Master Modelers" by the AP. These discussions led to the Golden Spike Award, added by the BOT at the January 1987 meeting in Burlingame. The Golden Spike Award was intended to be achievable by anyone building a home layout, module, or portion of a club layout. Earning a Golden Spike Award required a bit more than "shaking the boxes" when building a railroad. Like Prototype Modeler, the requirements called for demonstrating basic skills with some rolling stock, structures, track work, and scenery, all of which involve some simple detailing of kits. Scratchbuilding and kit-bashing are encouraged, but not required, and MMRs are exempted from participation. It was anticipated that many members might be inspired by the earning of this award to further participate in the AP and work toward additional certificates. The intent was to create an entry point for the AP program and to provide a starting point that could be achieved by almost everybody.

As is probably typical in many organizations, very few members are tempted to exaggerate their accomplishments, and the AP suffered such an episode in the early 1990s. Accusations were raised that an MMR certificate had been awarded to someone who had used a personal relationship with a program administrator to obtain credit for models that were built by others. This situation was new to the program and there were no provisions in place for dealing with it. It was decided to hold a formal hearing at the Valley Forge Convention in 1993,

with testimony presented before a panel of MMRs with a member who was both a judge, and an MMR acting as "prosecutor." The result of the inquiry was to remove the name of the offending party from the MMR listing, thus explaining the missing name for MMR No. 156. The removal decision was confirmed at the following EC/BOT mid-year meeting. (As a participant in the inquiry, this author fervently hopes we do not have to deal with this kind of very unpleasant issue again.)

As the number of participants in the program expanded, it stopped being a "boys club" and in July 1991, the AP proudly awarded MMR No. 175 to Mary Miller, whose husband, Bill, preceded her by 10 certificates. As of early 2007, there are four additional female MMRs: June Maier, MMR No. 243; Leslie Eaton, MMR No. 289; Mary Barstow, MMR No. 292; and Gail Allen Komar, MMR No. 349.

For many years, there was a conflict between the NMRA Contest Department and the Achievement Program: They used different scoring systems. While contest winners received Merit Awards for AP credits, the judging systems differed in the allotment of points and the total points possible. There seemed to be an implication that contest participation was necessary to earn AP credit. Although that was a false assumption, a cooperative movement began under Pete Moffett, AP Chair, and Dean Windsor, Contest Chair, to make the Contest and AP rules more compatible and the judging more consistent. Because there were many excellent modelers who just didn't care for competition or were unable to attend meets where judging was available, these revisions encouraged more AP judging at participant's homes or other compatible locations. Additionally, it created a more consistent basis for scoring.

To that end, a jointly-used judging guide was created in 1999, the point systems were melded, and a scoring matrix created for each certificate that presented a clear method of evaluating the quality of the modeling verses the difficulty of the project. Now there is more consistency in the judging, whether at a contest or in AP judging in a non-competitive situation. Rick Maier, MMR No. 204, prepared a detailed set of judging guidelines that explain the scoring in each area.

The AP has come a long way in 45 years. The number of MMRs is 400 as of publication (with at least five members holding

all 11 certificates) and the number of certificates awarded totals more than 10,000! Clearly, this is a program that attracts a large proportion of our membership. Listings of all MMRs, living and deceased, in numerical order and by Region, are on the NMRA web site in the AP section.

We encourage all members to participate. Even if you are all thumbs with model building, the service awards (Volunteer, Official, and Author) are within reach. The Golden Spike Award was created so that virtually any member can aspire to it, and it can be achieved with a simple module. There is a great deal of pride and satisfaction in earning any of the certificates, and you will be helping others in ways you could not imagine. As a final side benefit, it is the easiest way to have your name published in Scale Rails. Please give some thought as to how you can participate.

As the Nike commercial says, "Just do it."

C.J. Riley's Personal Side Bar

This author's personal experience may well serve to illustrate how a typical member starts down the path to earning the MMR certificate. I joined the NMRA in 1972 in the Mid-Central Region, but remained a "lone wolf" modeler, until attracted by a local division meeting held at the headquarters of Union Switch & Signal Co., in their display room. I was received enthusiastically as a new member and began attending meetings on a regular basis.

A few months later, I took a model I was proud of to an informal contest, in which the modeler verbally presented his model to the judges, who could ask questions about particular techniques and make suggestions for improvement, along with offering encouragement to enter it in a regional contest the following month. An article on this style of contest was published in the old Bulletin (my first author credit). With that convention experience a rousing success and a lot of fun (I also received an award for the model) I was fully hooked on the advantages of an active NMRA experience.

I built more models that earned Merit Awards, was elected to a division office, had a few published photographs, gave a clinic, and ultimately, had my first published article in RMC. I was suddenly sliding down the ever-steepening slope of the Achievement Program, without an actual decision to participate. I examined the AP requirements with increasing interest and began focusing

my modeling efforts toward them. Master Builder Cars was the first award, followed by Structures, and Volunteer (I continue to volunteer at the divisional and regional levels).

Noting the ever-rising numbers of MMRs, I thought I might as well work a little harder and try to make the first one hundred MMRs. With a flurry of work on my layout followed by judging for the needed certificates, I received word that I had been awarded MMR No. 97 in 1982 (as in the old railroad song, "The Wreck of the Old 97").

Like many others, I quickly realized that earning the award was just the beginning. MMRs pledge to continue to serve the membership and the hobby — a serious obligation. Election to regional office led to 10 years on the BOT, culminating in a term as Executive Vice-president and a Co-chair of the 1990 Pittsburgh National Convention. I continued to earn additional certificates, and hope to eventually earn all 11.

The most important benefit I saw from AP was the encouragement to try new things. I had to try techniques, build models, or volunteer for duties I might not have otherwise. Both my life and my modeling greatly benefited from the expanding horizons related to the AP program.

While I am no longer active at the national level, I continue to write, judge contests, give clinics, and am the Fourth Division PNR AP chair, where I am proud to say we have encouraged six new MMRs with another half dozen who are close.

While the experiences of others may differ considerably in the details, the step-by-step progress, followed by a push to finish is typical. The hardest part of all is that first step.

AP Program Managers

1961 Doug Smith, MMR #1 NER
1961–1962 Carol Homuth PCR
1962–1964 Jack Taylor, MMR #3 MWR
1964–1966 John Nalls, LSR
1966–1970 Phillip Kohl PNR
1970–1972 Paul Moon, MMR #030 MCoR
1972–1974 Don McKinnon TLR
1974–1979 George Mellinger, MMR #042 MCoR
1979–1987 Bill Ehlert, MMR #59 MWR
1987–1995 Rick Shoup, MMR #234 SSR
1995–2000 Pete Moffett, MMR #143 NFR

2000–Present Pat Harriman, MMR #168
MCoR

AP Assistant Managers

1961–1973 Jack Weir
1973–1988 Rick Shoup, MMR #234 SSR
1988–1995 Mark Stone SER
1995–2003 Rich Coleman RMR
2003–Present Frank Koch MCR

AP Dispatcher

1967–1980 Frank Hamilton MCR
1980–1995 Floyd James MCR
1995–2000 Rich Coleman RMR
2000–Present Roger Quinlan MCoR

MMR Milestones

AP Program Approved Summer 1961
MMR #001–Doug Smith March 1962
MMR #100–John Smith June 1983
MMR #200–David Barron June 1993
MMR #300–Lex Parker February 2001
MMR #400–Lloyd Keyser August 2007
MMR #500–It could be you in 2008!

MMR Modeling Tips

Tools are all around you

Having the right tools for what you are doing is important. I look at the tools in home improvement centers and in other hobbies for tools (or items) that could be used in model railroading to make a job easier. When I traveled a lot, I would go into tool shops and find all kinds of goodies.

Look at the world around you for things you could use on your railroad. For instance, old pill bottles make excellent storage of small parts. The little plastic moisture eliminators in pill bottles make excellent rooftop items when sprayed appropriate colors. Other hobbies have things that can be used. Try to use “scale eyes” as you look at things.

—Paul Locher MMR